

CLEAN SWEEP

PCU O'KANE (DDG-77) NEWSLETTER

Homeport: Pearl Harbor, Hawaii
Commanding Officer: CDR David Hulse

Sponsor: Leslie Allen Berry
Editor: ENS Kevin Hoffman

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CAPTAIN'S CALL

Dear O'KANE Family and Friends,

It would be nearly impossible to describe either the satisfaction and excitement of taking O'KANE on her first sea trials, or the degree to which four days underway have energized O'KANE's Sailors. Suffice it to say that putting O'KANE through her paces and seeing her perform magnificently in the Gulf of Maine was exactly what we needed to shake out the Maine winter, focus our attention on all that must be done in the coming months, and give us a shot of adrenaline for the coming challenges.

For many of our Sailors, individual schools and training are giving way to "Team Trainers" that develop their ability to carry-out major evolutions as a cohesive team. A perfect example of the team-work already blossoming in O'KANE's crew was the series of ordnance firing demonstrations conducted underway. In every case, from gun firings to a spectacular missile engagement against an in-bound drone, the Sailors involved demonstrated an ability to cooperate, coordinate, and communicate flawlessly. Nearly everything we will do, from keeping O'KANE clean to carrying out our mission in a hostile environment, requires a team approach – so I am extremely heartened by such early successes.

There is much to do, and the pace has most certainly picked up. By the time you receive your next "Clean Sweep" issue, we will have completed another sea trial, loaded out tons of supplies and equipment, and moved the crew aboard O'KANE. Despite our daunting "to do" list, I could not be more confident that O'KANE's crew will do it all with style!

Warm regards,

D. C. HULSE, CDR USN
Commanding Officer

P. S. Enjoy the first pictures of O'KANE at sea.

ALPHA/BRAVO TRIALS ARTICLE

By LTJG Bret Sealey, Fire Control Officer

On the brisk Maine morning of March 30th, O'KANE, part of her crew, Supervisor of Shipbuilding (SUPSHIP), Bath Iron Works (BIW), and the AEGIS Test Team got underway together for the first time. Our mission: to complete testing on O'KANE's equipment and systems by conducting the Alpha and Bravo Sea Trials. These trials are BIW's chance to assess the condition of O'KANE before they present the ship to the Navy Board of Inspection and Survey during Charlie Sea Trials. Alpha and Bravo trials are normally conducted during two separate underway periods, but because of the advanced production schedule of O'KANE, the two trials were able to be completed at the same time.

The crew's primary function was to provide the necessary support to demonstrate the Combat System Suite. O'KANE Sailors also helped SUPSHIP identify discrepancies for BIW to correct before acceptance trials. A key benefit of trials was the crew's opportunity to operate and train on the equipment that can not be fully exercised in port. This training opportunity provided invaluable experience we will need to get

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Underway at Last

OMBUDSMAN LETTER

Happy Spring to All Crewmembers, Families, and Friends,

Spring is usually the season viewed as a rebirth of all that was dormant during the Fall and Winter. As nature comes alive in brilliant colors so does our ship. Though I'd hardly call the past few months of the O'KANE's life dormant, we're about to see the seeds that have been planted and nurtured start to bloom.

Speaking of "blooming", the buried talent of the PCD O'KANE crew members burst open last Saturday evening, the 27th, at the Sheraton. The Karioke singing was a great stress buster and proved delusions of grandeur were not so "delusional" for those that participated.

Rumors, rumors, and more rumors. Please don't go just anywhere for answers, go to a knowledgeable source. What the Command doesn't have immediate answers to, can be found, and that information will be more exact than that being offered by well-intentioned friends and family. Hawaii, as with any duty station, will be what we make it. Some of us will go seeing only the sun, others only the rain. If we're wise we'll see and appreciate both. A reminder---if you have not provided a Power of Attorney for your spouse please have it done. The need for one comes more often than many of us realize.

Ideas, concerns, frustrations. . . Please call. Together the O'KANE family sails on top!

Your Ombudsman,
Susan Hill
(619) 645-8170

O'KANE Commissioning is Approaching

By LTJG Bryce Minamy, Navigator

The naval commissioning ceremony has been a tradition for centuries. It has been in the United States Navy since its beginning. The commissioning is the final act that marks the entrance of a ship into the naval forces of her nation. This act is perhaps the most significant event of the triad that brings a ship to life: keel laying, launching and christening, and commissioning. Although O'KANE's commissioning is still several months away, it will be here before we know it.

O'KANE is set to be commissioned on October 23, 1999, in Pearl Harbor, Hawaii. The O'KANE will be one of only a few ships ever commissioned in Pearl Harbor. All family and friends of O'KANE's crew are invited to attend this historic event. Invitations will be mailed soon concerning the event. Family and friends will also have the opportunity to become "Honorary Plankowners" by making a \$150 donation. "Honorary Plankowners" may also request to exchange their plaques with an O'KANE crew member. As commissioning day approaches, make plans to join us in Pearl Harbor and be a part of naval history.

LADIES AND GENTLEMAN...START YOUR ENGINES!

By ENS Robert Thompson, Main Propulsion Assistant

On February 19, 1999, at 1500, O'KANE's successfully completed the second of nine major ship building milestones in the Precommissioning process, Main Engine Light Off (MELO). With a push of a button, history was made as our sponsor, Leslie Berry, started Number (NR) 2A Gas Turbine Engine (GTE) bringing life to the world's finest warship. Following a celebratory moment, Gas Turbine Systems Technician Electrical Chief Lyndon Veloso had the honors of starting NR 2B GTE and for the first time, the engines that will propel O'KANE and her crew around the world to support democracy, were ready to respond. The gallery which included Leslie Berry, Mr. Allan Cameron (President and CEO of BIW), CAPT Richard Hepburn (Supervisor of Shipbuilding), CDR David Hulse, and O'KANE's elite engineers moved forward to MER 1 to start the remaining two engines. This time CDR Hulse would have the honor as he started NR 1A GTE. Finally, the stage was set...

Three down and one to go were everyone's thoughts as Petty Officer Third Class Jan Petersen reached for NR 1B GTE's "start" button. The excitement in the crowd was building, for in a few short moments MELO would be complete and we would proceed to the mess decks for cake and juice. We watched and waited for the indications that our fourth and final engine had started, now realizing that it had not. There was little concern amongst the crowd however, for BIW had done an impeccable job building and preparing our engine rooms and certainly there were no stones left unturned. Sure enough, after an alignment verification was completed and corrected (and Petty Officer Petersen had headed below to be harassed by his shipmates), NR 1B GTE was started without incident by Mr. Allan Cameron. The MELO which was once one of O'KANE'S most ominous milestones was now one of her greatest achievements.

For Bath Iron Works, Supervisor of Shipbuilding, and O'KANE, the Main Engine Light Off, as well as the steps leading up to this day, were not only extremely successful but also unprecedented. Our ship is the first ship of any kind built at BIW in which the Engine Rooms were completely painted, operational, inspected and accepted by ship's force prior to MELO. Essentially O'KANE's engineers now have a finished product with which we can become familiar, conduct training, and even operate months earlier than what had been the standard.

The significance of this day will be remembered for two reasons. First, as BIW continues to build and mold "Hull 465" into "Our Ship", MELO has assured that O'KANE's engines will produce her "Power for Freedom." Secondly, as the PCD and PCU continue to build and mold "personnel" into "Our Crew", MELO has assured that O'KANE's engineers now have a young man they like to call "Thumbs!"



Underway past Fort Popham

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underway on our own in August.

During the underway period there were more than 400 personnel on board; pretty amazing considering the ship is only designed to berth about 350. Temporary racks (in such places as the barber shop and several storerooms) helped with the overflow problem and kept everyone “chummy.”

Sea Trials included many live Combat System demonstrations including: launching chaff, firing CIWS (Close-In Weapons System), and a Standard Missile (a surface-to-air missile) firing against a drone target. The drone was launched from a support ship and then flown towards O’KANE to allow the crew to demonstrate their ability to engage an air target. This requires SPY (our air search radar), the Command and Decision computer system, and the Fire Control System to all be aligned properly. The missile shot resulted in a skin-to-skin intercept with the drone, a perfect shot! Congratulations to the ship’s crew and AE-

GIS Test Team for all the practice scenarios and superb alignment of the Aegis Weapon System.

In addition to the weapons firings, there were many other operational demonstrations. The Sonar Technicians were able to stream the ship’s towed array sonar to its full scope. When deployed, the tail extended over one mile behind the ship. They were also able to conduct active testing of the SQS-53C hull mounted sonar, much to the chagrin of personnel sleeping in berthing 2, “ping – ping.” Utilizing Lear jets, our CIWS and 5”/54 gun weapon systems were tested to ensure that they would be able to track targets at different altitudes and speeds.

The Engineers had their fun too. During our first day underway both a one hour 50% power run and then a three hour full power run were accomplished smoothly. O’KANE had no problems maintaining these high speeds, but the gas mileage was a little low (approx. 5000 gal/hr). After the full power trial the excitement really began. From a full ahead bell, the engineering plant was given an astern bell to test how quickly we could stop. It didn’t take long. Ahead. Astern. Ahead. Astern. Ahead. Each time throwing everyone



Mount 21 Answers the Call



Down the Kennebec River

on the ship in the new direction. What a way to test your sea legs.

Thursday night the ship anchored in Portland to pick up the remainder of the crew. They spent that evening finding their way around the ship and enjoying the finer points of navy life, e.g. movies and ice cream on the mess decks.

On our final morning, the ship was turned over to our Junior Officers for heavy rolls as they practiced ship handling by conducting man overboard drills. With a floating smoke marker in the water, officers and some CPO’s had their chance to maneuver the ship close enough to the marker to allow for a recovery.

After four days at sea, O’KANE returned to the shipyard in Bath, flying an inverted broom from the yardarm, in the tradition of Admiral O’Kane’s submarine service, indicating a “clean sweep.”

FROM THE XO'S DESK

By Steven L. Alkov
Executive Officer

Hello from almost "spring-like" Maine (defined as more hours above freezing than below). It is a pleasure again to write the families and friends of the O'KANE and hopefully keep everyone up to date with our progress. Much has happened since December's issue. More of the crew has arrived here in Bath (130 out of some 300 total), and the ship is moving closer to completion with each passing day. The biggest event in our ship's short history was completed last week, when we finished a very successful sea trial. O'KANE accomplished many firsts including: getting underway under ship's own power (she does go fast!), first soft serve ice cream from our new high-tech machine (almost had a mutiny before it was working the second day out), firing and testing of various weapon systems, culminating with our first missile firing and subsequent target drone shoot down.

As time draws nearer for our departure from the frozen North and setting sail towards warmer climates, some items are left to complete with respect to the family moves to Hawaii. Chief McDaniel is busily setting up the Hawaii detachment, whose purpose is to meet everyone as they arrive at the airport and then escort you to your first set of appointments (such as hotel, housing, TLA startup, etc.). We have had a small victory with respect to dependent travel. Now dependents of crewmembers that are accounting code 106 to Bath will not have to fly out of Portland, ME to get to Hawaii. You will be receiving specific instructions in the mail on how this system works. This is a far better deal than returning to Maine from California just to fly to Hawaii.

Not everything has been hard work and staying warm, we have done some fun things too. In an effort to avoid an episode from "*The Shining*" and hold off cabin fever, we undertook a couple of midweek bowling outings. The name of the game is Cosmic Bowling (like normal bowling but under black lights, accented with strobe lights and using glow-in-the-dark balls). It is not as easy as it sounds, as I have yet to win more than one game from my wife, Susan, or beat my average golf score! The O'KANE ski team (five crewmembers with no fear or common sense!) finished second in the 17th annual SNOWJAM, a contest for all military Moral Welfare and Recreation departments throughout New England. Pretty impressive for a bunch of soon to be surfers; however, despite their pleading I don't think we will be back to defend next year. Until next time, I hope everyone enjoys a wonderful spring (I think Maine's starts after Memorial Day).



RMSA James Owsley and SK2 Dean May pose with members of the Boys and Girls Club of San Diego.

PCD O'KANE's Crew Visit the Boys and Girls Club of San Diego

By ENS Jennifer Herron, Communications Officer

Last Monday and Wednesday, as well as in weeks past, crew members of the Precommissioning Detachment O'KANE (DDG 77) had the opportunity to become kids again for a couple of hours. The Sailors played games, did homework, worked on arts and crafts, and played several sports. No, they didn't attend a command social. These crew members gave their time and friendship to dozens of children at the Boys and Girls Club of San Diego. The O'KANE crew members had the opportunity to give something back to the community that has been such a great home to all of us.

The Boys and Girls Club is a wonderful organization that helps the city's youth all year long. This organization assists local children in learning the basics of growing up positive,

both physically and mentally. The Boys and Girls Club works with children from the ages of five to eighteen in areas such as schoolwork, team building, athletic ability, leadership skills, and self-confidence. The Club's staff members range from volunteers, like the O'KANE crew members, to skilled full-time workers. The staff oversees about 150 children every day of the week after school and organizes weekend trips for its teen groups.

Some of the volunteers like GMSA Eric Kummetz, SK2 Keith Unfried, MA1 Betty Allen, and ENFA Darren Mannick took part in helping with homework and then trying not to make too much of a mess during arts and crafts hours. While others, like CTO1 Tommy Allen, ENFN Matthew Bodenner, and SK2 Dean May took part in athletic activities both indoors and on the sports fields. Most of the people that volunteered have gone back to give even more time because they enjoyed working with the local children and in the community.

O'KANE crew members had the opportunity to learn, as well as teach, during the time spent with the children. It is not every-day in a Sailor's life that he or she has the opportunity to be a role model in the community, but organizations like the Boys and Girls Club allow our Sailors to be just that. The O'KANE crew members that took part in the volunteering had an experience that they will never forget and will continue to learn from for the rest of their lives.

PRECOM: A TALE OF TWO CITIES

BATH, ME: PRECOMMISSIONING UNIT

By CWO2 Scott Simms, Electronics Material Officer

Even here in Maine at the edge of the tundra, the News told us some time back that March 21st was the first official day of spring. Well, . . . we're still waiting for it. While Punxsatawney Phil, the famous weather prophet, may not have seen his shadow on Ground Hog Day, February 2, 1999, ensuring spring was just around the corner, his prognostications translated to a relatively early mud season for us here in Maine. Few of us have bothered to unpack our Hawaii attire, but we are anxious to don fewer layers of clothing and spend a bit more time out doors. We suspect nobody told the weather that Phil said it should now be spring, even in Maine; our complaints have fallen on deaf ears. Firmly entrenched in Mud Season we press on, . . .

We have grown to over 120 Sailors here at the PCU and we are continuing to charge in all directions at once. It is amazing the amount of *things* that need taken care of when building the finest ship in the U.S. Navy. The neat thing is being a part of the team that literally determines the personality of the ship we will bring to life: an honor and responsibility few of us take lightly. The professionals of Bath Iron Works and the Navy's Supervisor of Shipbuilding continue to help us learn our ship and offer suggestions on improvements. Countless commercial contractors from virtually everywhere visit us daily with news of some new system we will get to aid us in our peace-keeping mission. We are often temporarily overwhelmed, but always rebound with a renewed vigor to tackle any problem we encounter. In short, we are all confident and enthusiastic about the challenges ahead.

The OPTEMPO (operations tempo) has taken a dramatic upswing in recent weeks as we prepare to sail away on O'KANE for a four day builder's trial the end of March. Those of us who have been desk-bound the last six or eight months preparing for O'KANE's future are thrilled to finally experience and feel an operational ship and see her come to life at sea. A few of us have also actively participated in testing O'KANE's systems and certifying them operational for the builder's trial underway period.

The sun now rises earlier in the day and sets later in the evening, and many of us still find ourselves going to and returning from work in the dark. We are satisfied that we are making good progress and that we will make a positive difference and USS O'KANE will have a personality worthy of the name.

Like Punxsatawney Phil, that "prognosticator of prognosticators," and his famous predictions atop the Weather Throne at Gobbler's Knob, we stood on the forecastle of the USS O'KANE on a cold February 2 in celebration of Admiral O'KANE's birthday and noticed that we did not see our shadows: We predicted a very favorable future for USS O'KANE was just around the corner; we are confident we will make it happen.

SAN DIEGO, CA: WHAT'S NEW AT THE PCD

By RMSN James Owsley

Aloha from the PCD O'KANE in San Diego! As strange as that probably sounds, I just thought I should start practicing for our upcoming journey to the far off land of Hawaii. I'm not sure I have fully grasped the reality of the move that we will all be making to our new home on the island of Oahu. As much as I will hate to see the mainland fading in the horizon behind us, I can't help but to be excited about traveling to an island paradise. There are not too many other jobs in the world that give a person these opportunities.

In preparation for our up-coming journey, we recently held a moving fair. This fair was designed to help answer questions about such things as shipping privately owned vehicles, getting the family pet ready for its own journey, and let's not forget about preparing the family themselves. Housing, and life in general, in Hawaii were also discussed at the fair.

Another recent event, which was held here at the PCD, was a Small Arms qualification. The NAS North Island Gun Range staff complimented the members of the O'KANE crew on their outstanding performance and professionalism. I spoke with several individuals that participated in the Small Arms Quals, and all agreed that safety was the main concern for everyone involved. Although the Small Arms qualification is a dangerous evolution, with crew members firing a total of over four thousand rounds, the thoroughly trained O'KANE crew completed the qualifications safely and had a lot of fun doing it. Each crew member that attended had the opportunity to qualify on the M-14 rifle, Mossberg 500 12-gauge shot gun, and 9mm Beretta. Of my shipmates that I spoke to, all said it was a good time, and recommended taking part in the future gun quals.

Something that I recommend taking part in, if you ever get the chance, is an O'KANE picnic. We just held our third command picnic here at the PCD. While we did have the usual foods, sports, and goofy antics, we did not have the same level of competition during the now-traditional softball game. This is due to the fact that the Engineering Department's big gun, HT1 Rhonda Ruckle, along with a good portion of the Engineering Department, have moved to the Precommissioning Unit in Bath, Maine. We are looking forward to future picnics and more days of food, friends, and fun.

Life here at the PCD is beginning to change. More and more of my fellow shipmates are leaving San Diego, heading for the opposite end of the country. Many people have left for Maine, with a good portion of the PCD scheduled to follow by the end of March. We will miss San Diego, but look forward to the excitement of seeing the O'KANE for the first time. Here at the PCD we continue with our daily training, focusing on damage control, deck watches, 3-M, specific in-rate training, and the command continues to coordinate opportunities for us to join ships in the San Diego area during underway periods. This is my last article for "Tale of Two Cities", as my shipmates and I are relocating to Bath. I hope you enjoyed reading about what we do out here at the PCD!

O'KANE PHOTOS



PCD O'KANE celebrates RADM O'Kane's Birthday.



FC3 Michael Lobo, FC3 Michael Blanco, and



SK1 Chavez poses with O'KANE's Sponsor, Leslie Berry.



HT3 Adam Stark serves up some delicious burgers at a PCD picnic.



LT John Banigan, Engineer Officer, takes the



YN2 Patricia Perez takes a break from her busy work to smile for a photo.



O'KANE Sailors come in all shapes and sizes.



ENS David Koenig smiles as he exits the gas chamber during Repair Locker Leader School.

CONTINUING THE TRADITION

Rear Admiral Richard O’Kane and his crew aboard USS TANG and USS WAHOO set a long-standing tradition of naval excellence. The crewmembers of PCU O’Kane continue to uphold this tradition today. The following crew members have achieved notable milestones in their careers:

PROMOTED:

PETTY OFFICER THIRD CLASS

YN3 Tania Davila

SCREENED FOR EXECUTIVE OFFICER

LT Tom Druggan

LT John Banigan

The following crewmembers were recognized for their outstanding performance and achievements on previous tours:

NAVY COMMENDATION MEDAL

MMC(SW) Joseph Grebery

GM1(SW) Gregory Stafford (Second Award)

NAVY ACHIEVEMENT MEDAL

EMC(SW) Ed Mata

FC1(SW) Walter Volinic

BM2 Michael Farmer

OS2(SW) Jeffery Pratt

LETTER OF COMMENDATION

OS2 William Clements

OS1 Kenneth Pouncy

SPECIAL COMMENDATION

SH1(SW) Tamara Johnson

REENLISTMENT:

BMC(SW) Julio Diaz

GMC(SW) Joseph Richards

GSE1 Michael Wroten

QM1 John Charles

GSE2 Ronald Martinez

GOOD CONDUCT MEDAL

CTO1 Tommy Allen

CTR1(IUSS) Jennifer Dohse

GSM2 Bryan Paull

MS2 James Burgess

STG3 Brent Hatch

YN3 Kelly Stewart

LETTER OF APPRECIATION

PNSA Dale Walsh

MILITARY OUTSTANDING VOLUNTEER SERVICE MEDAL

SK2(SW) Glen Lemke



CDR Hulse congratulates
QM1 Charles



GM1(SW) Stafford, MS2 Burgess, STG3 Hatch,
YN3 Davila



CDR Hulse, BMC(SW) Diaz, LTJG Sterling, and
GMC(SW) Richards pose after an O’KANE
reenlistment ceremony.

LAUNCHINGS

Congratulations to RM2 Russell Thompson and his wife Cecilia on the birth of their son, Ivan Uriah, on February 27th, 1999. Ivan Uriah weighed 2 lbs 1 oz, and was 18 inches long. Best wishes and congratulations to the Thompson family!

Congratulations also goes out to DC1 Conrad Stroehlein and his wife Jackeline on the birth of their daughter, Cassandra, on April 4, 1999. Cassandra weighed 8 lbs 12 oz, and was 20 3/4 inches long. Best wishes and congratulations to the Stroehlein family!



THE CMC CONNECTION

SHCM (SW) John J. Hill III
Command Master Chief
E-Mail: ddg77cmc@aol.com



It's great to be in San Diego. Springtime is here; the flowers are in full bloom. Our time in San Diego is almost over. This means we are getting closer to move aboard, sailaway, and our arrival in Hawaii.

Training remains our number one focus at the detachment. Next week, we are sending our underway replenishment (UNREP) team to Port Hueneme for three days of training on everything from receiving and sending shot lines, to receiving the refueling probe and sharpening their general line handling skills. Next month, we have the RM / ET team trainer at Saint Inigoes, MD, and the CIC team trainer at Wallops Island, VA. The training will never stop.

We are now in the process of transferring our Phase Four personnel to Bath, meaning that the detachment in San Diego is downsizing and the unit in Bath is growing. As the numbers grow in Bath, we will see the PCD and the PCU, located three thousand miles apart, transform into a complete unit. Departments will be broken down into division and work centers. I know the Department Heads and Chiefs in Bath are ready to make that transition as smooth as possible.

Congratulations to Interior Communications Electrician First Class Walter Manuel Petty Officer as Senior Sailor of the Quarter, and Interior Communications Electrician Third Class Sharon Rybka as Junior Sailor of the Quarter. Good luck to our First Class Petty Officers that made the CPO selection board.

BRAVO ZULU to DC1 Gaon (MR. B-B-Q), and his fellow First Class Petty Officers, who raised over \$500.00 for the NAVY - MARINE CORP RELIEF SOCIETY. TEAM WORK at it's best.

Our prayers and thoughts are with our shipmates and their families on board the USS GONZALES (DDG 66) in the Adriatic Sea in support of NATO forces. I wish all on board a safe and speedy return home.

O'KANE "CRASH AND SMASH" TEAM READY FOR ACTION

By DC1 Noel Gaon

During the month of December, while most of the country, including Maine, was covered in snow, crew members at the PCD in San Diego began to feel the burn. The PCD had the daunting task of assembling a helicopter "Crash and Smash" Team and having that team ready for a graded team trainer on January 22, 1999. O'KANE must have a "Crash and Smash" Team in order to conduct operations involving aircraft. With the selection process based on availability rather than experience, a handful of inexperienced personnel became the basis for our Team.

The "Crash and Smash" Team consists of the sailors who must provide rapid response to an aircraft accident onboard O'KANE. The members of this team are responsible for combating an aircraft fire on O'KANE's flight deck, as well as rescuing aircrew members trapped inside their aircraft. O'KANE's Team members were tasked with learning the methods and tactics of "Crash and Smash", and working and functioning as a team, all within one and a half months. Facing the demanding task set before them, the Team went to work.

Several major obstacles had to be overcome on the way towards a graded team trainer. First, the crew at the PCD had very little training equipment and limited space in which to train. The crew members had to use a classroom, clearing tables and chairs for drill space, since they lacked the actual DDG platform on which to train. Next, the team came up with some clever improvisations to make the training more realistic. Punching bags were used to simulate pilot rescue, the classroom podium was used as a burning helicopter, and coffee mugs tied to pieces of string were used as charged hoses. Diagrams of the *Arleigh Burke* Class Destroyer's flight deck were drawn on the chalkboard and discussed every day of training. O'KANE's "Crash and Smash" Team also took a field trip to NAS North Island to gain knowledge about the SH-60 Seahawk Helicopter. While at North Island, training was conducted on the actual disengagement of batteries, securing the helo's power, securing of fuel, and stopping the helo's rotor blades. After training for only a month and a half, the "Crash and Smash" Team was ready for the team trainer.

The team reported to the firefighting facility at FTC, San Diego, on January 22, 1999. There were two teams there on that day, an experienced team from the Coast Guard and O'KANE's hastily trained Team. The instructors at the facility debated with each other about which ones would take the inexperienced O'KANE team through the trainer. Once the actual drills began, the instructors were thoroughly impressed. The O'KANE team did an excellent job, passing the trainer with flying colors. The instructors' remarks included, "One of the best teams we have worked with so far. Straight 'A' and BRAVO ZULU!" Overcoming all the odds that they faced, the O'KANE "Crash and Smash" Team, through hard training and ingenuity, continue O'KANE's "Tradition of Honor".



O'KANE's Crash and Smash Team in action!

COUNTDOWN TO PARADISE

By CTRC Robin McDaniel



The move to sun and sand is getting closer and now is the time to ensure all the i's are dotted and t's crossed. The following are key dates for transferring family members, HHGs, cars, pets and sanity to the island of Aloha (Hint-TLA reservations and pet pamphlet requests should be done by now):

- The Hawaii Detachment will be set up the week of 23 May and will close down around the 20th of August. Two people will man the Detachment and will be available to pick up families at the airport, get them settled into their hotel, take them to the commissary and help them get to housing. This means that anyone wanting help when arriving to Hawaii must plan ahead of time and keep the command aware of transfer dates, flights, and any special needs. This will ensure a smooth transition.

- In Bath, three group JPPSO briefings are set, 9 April, 7 May and 14 June. During these briefings the mounds of paperwork (just kidding), needed to send shipments and cars to Hawaii, will be filled in. Remember, when attending any Personal Property brief you must have your shipment dates

decided. **Anyone sending shipments from someplace other than San Diego or Maine needs to get in touch with the nearest Personal Property office where the HHGs are located for information. If you are already at the Detachment or the Unit, go to the Personal Property office in those areas and they will help you make any arrangements. Cars will be shipped from Maine on 6 July and 23 August.

In February, a moving fair was held at the Detachment and the Unit. Briefings were given about shipments, housing, housing referrals, family services, TLA allowances, legal, and much more. These sessions were video taped and anyone unable to attend these briefs can get in touch with the PCD or PCU to request a copy (A copy was sent to the Detachment in Norfolk).

The excitement is building. With everyone's help, this move will be as painless as possible. Points of contact are still LTJG Ian Vale Cruz (Detachment) and CTRC Robin McDaniel (Unit) as well as the Command's web site at www.o-kane.navy.mil.

PCD O'KANE IS ARMED AND DANGEROUS

By FC3 Jason Dempsey

It was a cold and foggy morning on February 18, 1999, when 37 crewmembers from PCD O'KANE mustered in anticipation of the day's events. They were on their way to NAS North Island's gun range with the hope that after today they would join the ranks of the few, the proud, the small arms qualified! We had been well prepared by GMC(SW) Joseph Richards and GM1(SW) Gregory Stafford with a working knowledge of the 9MM, M14 rifle, and the 12-gauge shotgun. Although we were nervous, we knew we were ready.

After completing a safety brief, one group fearlessly stepped up to the firing line at the M14 range. The range master commanded us to "lock and load" and sight in the rifle using 5 rounds. Upon completion of the sight in, we fired 10 rounds from the prone position, trying to maintain the proper sight picture for every shot. Talk about stress relief! Next we were required to shoot from the kneeling position, firing another 10 rounds. Finally, we progressed to the standing position. Normally, firing 10 rounds as fast and as accurately as you can sounds simple. HA! The amount of effort required to keep the rifle in the proper position was much more difficult than most of us expected. The final 10 rounds had to be fired in 10 minutes, so we had plenty of time. Due to diligence and a little bit of luck, the majority of us qualified on the M14 by shooting a score of at least 24. Outstanding performances included ENS Kevin Hoffman and ET3 William Gaskins, who both shot a perfect score of 30. Next we progressed to the 9MM range.

The course of fire of the 9MM range had a much different pace than the M14. We were required to shoot from three different distances into the center mass of our blue-shirt target. Humm....why does the target have a blue shirt? At first, we were required to fire 2 rounds, remove the magazine, insert another magazine, chamber a round, and fire another 2 rounds. Talk about feeling like you were in the Old West! The only thing better was the following exercise. We were required to fire 2 rounds with our strong hand and then switch to our weak hand for another 2 rounds. The targets began at a range of 5 yards and were moved out to 7 yards. The targets eventually moved out to 15 yards. This proved to be everyone's favorite weapon. RM1(SW) Kenneth McCallister turned in an amazing score of 237 out of a possible 240. QM2(SW) David West also had a performance worthy of mention. He felt that the target next to his was threatening a fellow shipmate and fired a warning round into it. Way to demonstrate the proper use of Deadly Force, QM2! Other strange firing events involved FC3 Christopher Wood and FC2 Aaron Keddington. They both insist that, while it may have looked like they were nearly shooting the dirt, which lay 3 yards in front of them, they were actually firing at some pesky little ants, exhibiting their marksmanship. Yeah, right!

Finally, we fired the big, bad boy of the weapons- the 12-gauge Mossberg shotgun. Known to most as the "shoulder cannon", it's infamous kick made even the strongest of Sailor doubt themselves. A notable performance was given by YN3 Kenya "Shoot 'em Up" Harvey. She enjoyed the shotgun shoot so much that, when the time came to dispose of the extra rounds, she ended up with every pocket of her Dungarees loaded down with shells. Anne Oakly got her gun! The rest of us, who only shot once, were required to fire shells from both a kneeling and standing position. All the frowns of nervous anticipation had turned into smiles of contentment.

Overall, the gun shoot was a great success. Nearly 40 crewmembers went to the range, and nearly everyone qualified in all three small arms. More importantly, we did it safely and managed to have fun along the way.

O'KANE SUPPORTS NAVY/MARINE CORPS RELIEF

By MR1 Edward Urban

The crew members of the O'KANE were very active this March in their fund raising efforts for the annual Navy/Marine Corps Relief Drive. Navy/Marine Relief provides financial assistance to those service members in need and the O'KANE pushed hard to support this worthy cause.

The PCU raised over \$2,414 during the Relief Drive through sales, donations, and a raffle. The raffle involved a chance to sit in the XO's chair on the way to and back from O'KANE's A/B Sea Trials.

The PCD also played a big role in the Relief Drive. The First Class Association held a fund-raiser in support of the Navy/Marine Relief Drive. The fund-raiser involved a cook-out of hardy hot-dogs, flame-broiled hamburgers, and even chicken sandwiches. ENS Tara Derosa, officer-in-charge of the PCD Navy/Marine Corps Relief Drive, helped coordinate other events including a bake sale and a parking space raffle. All together, the PCD raised a total of \$2,548. Thank you to all that helped in the Navy/Marine Corps Relief Drive!



DC1 Noel Gaon, ENS Tara Derosa, IS1(SW) William Sohocki, BM1(SW) Brian Williams, MR1(SW) Edward Urban, and DC1 Robert Madrigal serve up a delicious lunch for hungry customers.

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AUXILIARY RETAIL OUTLET

All profits go directly to the crew's Morale, Welfare, and Recreation Fund

BALL CAPS:



REGULAR:
(O'KANE CREST)
\$10.00



COMMANDER:
\$12.00



ADMIRAL:
\$13.00

T-SHIRTS:

LONG SLEEVE T-SHIRT: **\$15.00**
Navy, Green, Grey (L, XL, XXL)

ALOHA T-SHIRT: **\$15.00**
Crest on Front, Screen Print on back - Our Best Seller
Navy, Black, Grey, White (L, XL)

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3" x 1 3/4"

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Ship's Crest (4" x 5")

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BATH, ME 04530-1967
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